

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 5:29 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 138 Const Calendar Day: 374 Date: 17-Sep-2010 Friday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 24-Jan-11 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM 60 - 70 12 PM 60 - 70 4PM 60 - 70

Precipitation 0.00"

Condition Overcast

Working Day ☒ If no, explain:**Diary:**

Dispute

**Work description.**

- Spent most of the day observing the erection of the W2W2 west deviation saddle segment.
- Conco carpenters continued to construct the soffit/working platform for the upper bikepath pedestal on the southwest end of the W2 cap beam.
- See Lalit and Alex Schmidt's diaries for ABFs labor, equipment for the erection of the W2W2 west deviation saddle segment and all other operations at the W2 cap beam.

☐**04-0120F4 Bid Item: 048 0-W2C-CLO.048 W2 Cap Closure Bar reinforcing steel (bridge)**

REGIONAL STEEL CORP.

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> REGIONAL STEEL CORP.								
Ironworker	JNM	DAVID VASQUEZ	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	DAVID GARCIA	8.00	0.00	0.00	8.00		<input type="checkbox"/>

**Diary:**

Dispute

**Work description.** 048 0-W2C-CLO.048

- Resumed cleaning the threads of the female HRC couplers for the bikepath lower pedestal located on the southeast end of the W2 cap beam.
- Placed the majority of the #25 male HRC couplers with T-heads for this particular blockout. A few of the threads of the embedded female couplers were damaged and therefore the bar wasn't placed. A thread chaser would have to be used to facilitate the placement of these bars, see photo below for more details.

☐**04-0120F4 Bid Item: 063 W-W2C-HIK.063 W Line W2 Cap Hinge K**

In Place Machining Company

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> In Place Machining Company								
None of the Above	JNM	COHL WEISBROOKE	8.00	4.00	0.00	12.00		<input type="checkbox"/>

**Diary:**

Dispute

**Work description.** 063 W-W2C-HIK.063

CCO#153

☐



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 138

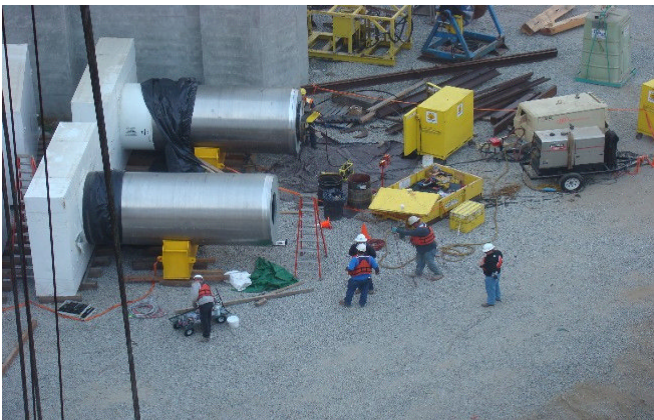
Date: 17-Sep-2010 Friday



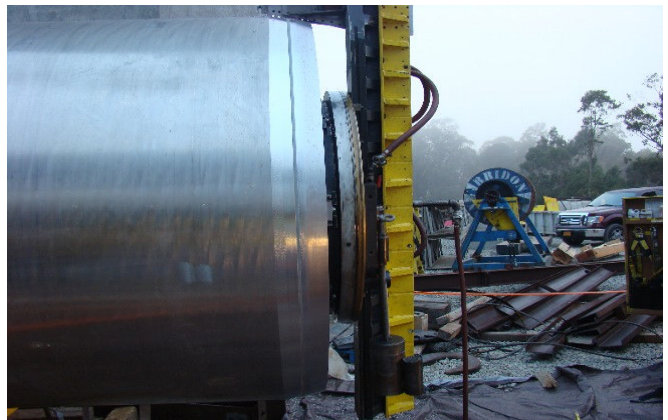
W2W2 saddle segment placed over the anchor rods. The placement appeared to go smoothly without any abrupt impact to the anchor rods.



Damaged HRC female couplers embedded into concrete for the lower bikepath pedestal on the southeast end of the W2 cap beam.



IPMC cutting the bevel for the second pipe beam and Certified Coatings painters beginning work on the first pipe beam.



Progress of cutting the second bevel for the second Hinge K pipe beam at the start of the day.



ABF ironworkers beginning to maneuver the W2W2 saddle segment to be placed over the anchor rods. Minimal rust was seen on the base plate of the saddle.



First attempt to erect the W2W2 west deviation saddle segment.



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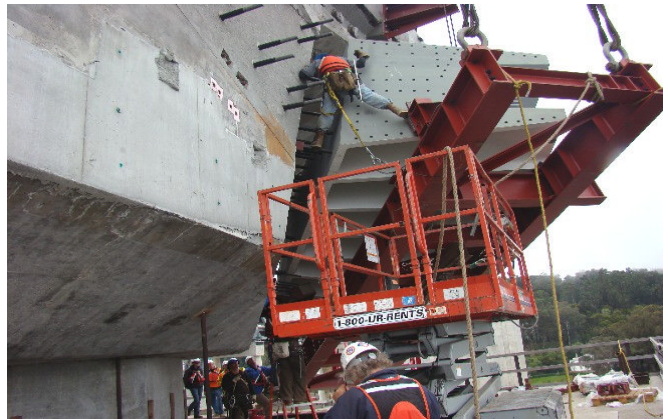
The saddle segment was surveyed/adjusted a few times after initial erection. The saddle segment was 1/2" from its theoretical position from W2.



Second attempt to erect the W2W2 saddle segment after the rigging was shortened 50' to 30' from the cradle to the spreader beam.



W2W2 saddle segment in place and secured to the W2 cap beam.



ABF ironworkers in the process of maneuvering the W2W2 saddle segment over the anchor rods.



ABF ironworkers beginning to secure the anchor rod plates and nuts to the saddle segment.



Paint and equipment used for the first Hinge K pipe beam.

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There was a conflict between the spreader beam and the boom of the Manitowoc ringer crane during the first erection attempt of the W2W2 saddle segment



ABF ironworkers continuing to maneuver the W2W2 saddle segment to be placed over the anchor rods.